Report for: Director of Built Environment and Highways following consultation with the Cabinet Member for Climate Action and Transport

Title: Cycle Storage facilities (cycle hangars) 2024/25 Batch 4 - Statutory Consultation

Report authorised by: Matt Davies, Parking Policy and Projects Manager

Report Author/s: Beth Girma - Senior Engineer Traffic & Parking

Ward(s) affected: Alexandra Park, Bounds Green, Crouch End, Harringay, Hermitage & Gardens, Hornsey, Noel Park, Seven Sisters, South Tottenham, St Ann's, Stroud Green, Tottenham Central, West Green and Woodside

Report for Key/ Non-Key Decision: **Non-Key decision**

1 Describe the issue under consideration

1.1 To report on the objections and submissions to the statutory consultation carried out from 25 June 2025 to 16 July 2025 on the proposal to introduce cycle hangars at various locations in the borough.

1.2 To request approval to proceed with implementation of the proposed 39 cycle storage facilities, having taken objections and submissions into consideration.

2 Cabinet Member Introduction

2.1 N/A

3 Recommendations

3.1 It is recommended that the Director of Built Environment and Highways following consultation with Cabinet Member Climate Action and Transport: -

3.1.1 Considers the objections and submissions raised during the statutory consultation on the proposals as set out in section 6 of this report, including officer responses to each objection set out in Table 2.

3.1.2 Having considered the proposals, the objections to the statutory consultation and officer comments, and having due regard to the Equalities comments in section 10 of this report:

- Agree to proceed with implementing the 39 new cycle storage (cycle hangar) facilities at the proposed locations detailed in Table 1 of section 6.
- Agree not to proceed with the installation of 4 cycle hangars at the proposed locations on Belton Road (N17), 16 Collingwood Road (N15), Mark Road (N22), Stanhope Road (N4) and Westbeech Road (N22) for the reasons set out in section 6.17 and 6.18 of this report.

- Agree for the proposals in Beaconsfield Road (N15), 66 Boundary Road (N22), Graham Road (N15), Harringay Road (N15) Loxwood Road (N17), Mannock Road (N22), Morley Avenue (N22), Nightingale Lane (N8) and Salisbury Road (N22) being put on hold for officers to investigate further whether cycle storage (cycle hangar) facilities should be installed in these locations.
- Approve the amendments to the Traffic Management Order (TMO) to cover the installation of the new cycle hangars.

3.1.3 Approve the spending of an estimated £206k to install the above cycle storage which includes consultation, inventory survey, design, traffic management orders, supply, and installation of the cycle hangars, which will be paid from the approved budget for the implementation of the Cycle Parking Programme for year 2026/2027.

4 Reasons for decisions

4.1 Encouraging more people to cycle is an important part of the central Government, London and Haringey council policy to tackle traffic congestion, improve air quality, promote physical activity, and improve accessibility. However, many residents, particularly those who live in flats, find it difficult to keep bicycles at home due to a lack of storage space. The Council, therefore, has a rolling programme which started in October 2014 to provide more secure cycle storage (cycle hangars) on street for residents' use.

4.2 The locations for the proposed cycle hangars have been selected based on requests received from local residents.

4.3 The proposals contained within Table 1 in section 6 of the report impact two or more wards; however, in assessing the proposals, officers conclude that the proposed changes are not likely to be significant in terms of their effects on communities living or working in the area and so is not a key decision for that reason.

4.4 The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason.

5 Alternative options considered

5.1 An alternative considered was to 'not' to proceed with the introduction of new cycle hangars. However, this is not recommended as it would be against the Council's commitment to providing more secure cycle storage facilities (cycle hangars) on street for residents' use.

6 Background Information

6.1 Many residents in the borough, particularly those who live in flats, find it difficult to keep bicycles at home due to a lack of storage space. This is often inconvenient and impractical, meaning that people may not be able to own a cycle at all.

6.2 In recent years, cycle hangars have emerged as a solution offering secure, sheltered cycle parking on residential streets. A cycle hangar is a communal bicycle locker that stores six bicycles and only takes half a car parking space on street. It is easy to open with a self-lifting door and protects bicycles from vandalism and wet weather.

6.3 The Council made a commitment in October 2014 to provide more secure cycle storage (cycle hangars) on street for residents' use and also to encourage the uptake of cycling and introduced a rolling programme to achieve the same.

6.4 A cycle hangar is a communal bicycle locker that can accommodate six bicycles, it occupies 2.5m of kerb side space, approximately half a car parking space.

6.5 The Council has a contract with Cyclehoop, one of the companies in the market that provide cycle storage facilities, to install and manage cycle hangars in Haringey. This contract expires in April 2028.

6.6 Locations for the installation of cycle hangars are selected based on requests received from residents and a point-scoring system is established to enable requests to be prioritised. The sites selected then undergo a detailed site assessment by Haringey's engineers, who will consider the best location for the hangar.

6.7 Once locations are determined, a statutory consultation exercise is carried out in accordance with the Road Traffic Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. This is a legal process involving a notice of proposal being placed in a newspaper circulating in the area and the London Gazette allowing 21 days during which anyone wishing to object can write to the Council providing reasons for their objection.

6.8 The allocation of cycle hangar space is managed by Cyclehoop once the hangar has been installed. Given the high number of requests across the borough, 1 hangar space is allocated per applicant unless there are sufficient spaces for the number of requests received from the road.

6.9 Residents can currently rent a space inside a cycle hangar. The actual cost of renting this space which intended to cover costs is £72. Those costs are subsidised by the council at present, with the Council meeting 50% of those costs and residents paying the remainder. This subsidy is currently under review by the Council.

6.10 The proposed cycle hangar locations were identified through requests from residents and subsequent site assessments to determine the suitability of each site. Table 1 below lists the locations consulted upon. The cycle hangar locations highlighted in red are not recommended for progression as part of this scheme.

Table 1

Ref.	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
1	Albert Road, outside No. 139/141 Albert Road, N22 7AG	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	N
2	Alexandra Park Road, outside No. 94 Alexandra Park Road, N10 2AE	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	N
3	Avondale Road, outside No. 93 Avondale Road, N15 3SR	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y

Ref.	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
4	Beaconsfield Road, outside No. 68 Beaconsfield Road, N15 4SJ	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
5	Beechfield Road, outside No. 52 Beechfield Road, N4 1PE	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
6	Belton Road, adjacent to 33 Ranelagh Road, N17 6YF	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
7	Boundary Road, outside No. 30 Boundary Road, N22 6AD	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
8	Boundary Road, opposite 220 Boundary Road, N22 6AJ	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
9	Boundary Road, outside No. 66 Boundary Road, N22 6AD	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
10	Bryanstone Road, adjacent to 64 Crouch Hall Road, N8 8TN	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
11	Collingwood Road, outside No. 16 Collingwood Road, N15 4LD	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
12	Collingwood Road, outside No. 8 Collingwood Road, N15	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
13	Crawley Road, adjacent to no. 228 Sidar Road, N22 6QX	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
14	Cross Road, adjacent to No. 104 Woodside Road, N22 5HS	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
15	Crossfield Road, adjacent to the flank wall of No.67 Downhills Park Road, N17 6AY	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
16	Cunningham Road, outside No. 3 Cunningham Road, N15 4DS	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
17	Downhills Park Road, Opp. Nos.138/140	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y

Ref.	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
	Downhills Park Road, N17 6BP			
18	Duckett Road, outside No. 3 Duckett Road, N4 1BJ	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
19	Gladstone Avenue, outside No. 277 Gladstone Avenue, N22 6LD	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
20	Graham Road, outside No. 74 Graham Road, N15 3NJ	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
21	Greenfield Road, outside No. 58 Greenfield Road, N15 5EP	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	N
22	Harringay Road, outside No. 108 Harringay Road, N15 3HX	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
23	Hawthorn Road, outside No. 18 Hawthorn Road, N8 7NA	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	N
24	Higham Road, outside No. 53 Higham Road, N17 6NQ	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
25	Loxwood Road, outside No. 22 Loxwood Road, N17 6TT	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
26	Kelland Close, Opposite No.121 Park Road, N8 8JS	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
27	Lyndhurst Road, outside No. 163/165 Lyndhurst Road, N22 5AY	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
28	Manchester Road, West of disabled bay outside No.1/3, N15 6HP	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
29	Mannock Road, outside No. 15/17 Mannock Road, N22 6AT	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
30	Mark Road, adjacent to 149 Westbury Avenue, N22 6RY	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
31	Maryland Road, Outside the common boundary of	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y

Ref.	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
	No.152-154 & 156-158, N22 5AP			
32	Middle Lane, Outside No.162 to 172, N8	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
33	Morley Avenue, outside No. 100 Morley Avenue, N22 6NG	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
34	Nelson Road, outside No. 25 Nelson Road, N15 4LE	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
35	Nightingale Lane, outside No. 89 Nightingale Lane, N8 7QY	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
36	Oakdale Road, outside No. 8 Oakdale Road, N4 1NX	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
37	Richmond Road, adjacent to 55 Queens Road, N11 2QU	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
38	Rusper Road, adjacent to 96 Boundary Road, N22 6AR	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
39	Salisbury Road, outside No. 16 Salisbury Road, N22 6NH	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
40	Stanhope Road, outside No. 1, N4	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
41	Station Crescent, Opp. 12/14 Station Crescent, N15 5BE	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
42	Seymour Road, outside No. 112 Seymour Road, N8 0BG	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
43	Shropshire Road, adjacent to the rear of the flank wall of No.30 Sidney Road, N22 8LX	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
44	Sirdar Road, outside No. 156/158 Sirdar Road, N22 6QX	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
45	The Avenue, outside No. 71 The Avenue, N10 2QG	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	N

Ref.	Location	Description	Reason for proposal and operation hours	Changes to parking or waiting/loading restrictions required? (Y/N)
46	Tottenham Lane, outside No. 54 Tottenham Lane, N8 7EE	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
47	Vartry Road, outside No. 15 Vartry Road, N15 6PR	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
48	Victoria Road, outside No. 160 Victoria Road, N22 7XQ	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	N
49	Warham Road, outside No. 11 Warham Road, N4 1AR	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
50	Warham Road, outside No. 82 Warham Road, N4 1AU	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
51	Westbeech Road, outside No. 99 Westbeech Road, N22 6HU	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
52	Weston Park, adjacent to garage at rear of No.174 Ferme Park Road, N8 9SE	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y
53	Whymark Avenue, outside No. 23 Whymark Avenue, N22 6DJ	Introduce a new cycle hangar	To provide a Cycle storage facility for 6 bikes. At all times	Y

6.11 Plans, which show the layout of the proposals, are provided in **Appendix 1** of this report.

Statutory Consultation

6.12 Statutory consultation commenced on 25 June 2025 for a period of 21-days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield, and Haringey Independent and the notice was erected on site in each of the 53 locations on the affected streets. Ward councillors in the affected wards are provided with a copy of the statutory consultation letter and plans in advance of the consultation, to ensure they are informed of the proposals. The closing date for representations and comments was 16 July 2025.

6.13 In addition to the above, letters informing of the proposed changes were hand delivered to all properties in proximity to the proposed changes. **Appendix 2** contains a copy of the letter delivered to affected frontages.

6.14 See **Appendix 3** for a copy of the statutory 'notice of proposal' advertised. As part of the statutory process, the views of the following statutory bodies were also sought, some as required by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("LATOR"):

- AA
- Transport for London
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

Responses to Consultation

6.15 A total of 4595 properties received a letter to notify their occupants of the statutory consultation and how they could object should they wish to. A total of 229 representations from residents and businesses were received, comprising 142 objections, 90 submissions in favour and 8 comments set out in **Appendix 4.**

6.16 Of the objections received, the main theme presented related to the loss of vehicle parking space. Most objectors were concerned about the impact the proposed cycle hangars would have on being able to park on their street. The majority of objections received for this batch of cycle hangar locations have not been upheld. The Council, as the highway authority has a duty of care to manage the network, ensuring, along with other responsibilities, that cycle storage facilities are provided for those residents who find it difficult to keep bicycles at home due to lack of storage spaces. The provision of cycle hangars also contributes to the Council's commitment to encourage the use of alternative sustainable modes of Transport and meeting the requests and demand from the local communities they have been proposed.

6.17 Objections received from residents of Belton Road (N17), Mark Road (N22), Stanhope Road (N4) and Westbeech Road (N22) have been upheld. Residents suggested alternative locations for the proposed cycle hangars, and officers agree that these alternative sites would be more suitable. The proposals will therefore be amended accordingly. As the revised locations differ from those originally consulted upon, the necessary Traffic Management Orders will need to be re-advertised, with the updated proposals being reported back in a future batch for approval prior to the installation of the cycle hangars.

6.18 Objection received from residents for 16 Collingwood Road (N15) has been upheld. There is another bikehangar proposed outside No. 8, and the request can be accommodated within that facility. The Council will monitor the situation and consider installing an additional hangar if required in the future.

6.19 For Beaconsfield Road (N15), 66 Boundary Road (N22), Graham Road (N15), Harringay Road (N15) Loxwood Road (N17), Mannock Road (N22), Morley Avenue (N22), Nightingale Lane (N8) and Salisbury Road (N22) officers decided to put these on hold. The residents who originally requested and confirmed they were happy to have the bikehangar to be placed outside their addresses responded objecting to the proposals. Officers will need to contact the residents and investigate these further before proceeding forward.

6.20 Table 2 below summarises the objections received; these have been grouped by the reasons provided for the objections, and an officer response to each reason for the objection is provided. All the responses received are outlined in **Appendix 4** of this report.

Table 2

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
Why can you not put the hangar on the build out like the hire bike space or right next to the yellow line instead of a useless random distance from it. We still need maximum parking spaces to cope with commute and business.	139 Albert Road N22	1	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. From the feedback received for the consultation there is also a support from residents to the proposal. The cycle hangar is proposed to be placed outside of a property that has requested it so that it doesn't affect other addresses in the street. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.
Business is already affected by the four unused disabled parking bays, which reduce available parking for customers. The addition of a bike hangar will further limit parking and negatively impact footfall. Urge the council to reconsider the location in order to support local businesses.	Alexandra Park Road (N10)	1	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. From the feedback received for the consultation there is also a support from residents to the proposal. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
			park safely. The Council will review the number of disabled bays on this road to ascertain if they are all required.
This Road has already given up 2.5 parking spaces to the electric car charging point (which was previously viewed as a great place for bike storage). Avondale Road is now congested with parked cars and often residents need to park elsewhere. Suggest locations instead on Woodlands Park Road or Conway Road, which are underutilised by car parking	93 Avondale Road N15	3	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed to be placed outside of a property that has requested it so that it doesn't affect other addresses in the street. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.
It will restrict access/parking for visitors, please put outside number 64 instead as they have requested a hangar outside their property.	68 Beaconsfield Road N15	2	One of the objections received has been submitted by the resident who originally requested the bike hangar. Officers will need to investigate further before proceeding forward.
Parking availability is limited, and the further loss of space will cause real inconvenience to local residents, many of whom rely on their vehicles daily. Another parking space 5 doors along the road at 64 Beechfield has been lost to an EV charging point. Why has the decision been made to locate the bikehangar so close to it.	52 Beechfield Road N4	9	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The proposed location is outside the property of a resident who has requested the hangar, ensuring that it does not adversely affect other addresses along the street. Feedback received during the

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
			consultation also indicates support from residents for the proposal. While the installation of a cycle hangar will result in the loss of approximately half a vehicle parking space, it will provide secure parking for up to six bicycles.
the Bikehangar will be directly in front of a sponsored tree which was planted by the Council less than a year ago. Moving the Bikehangar either way up Belton Road would cause it either to be on a double yellow line or to block the gate giving access to our garden. In consequence, while we are not opposed to the Bikehangar in principle, we do not think this is a suitable location.	Belton Road, adjacent to 33 Ranelagh Road N17	1	Officers will review the location and put forward a revised proposal.
Very concerned about the proposed bike hangar which is planned to be placed. I have 2 young children and run a business I consistently need to be able to park. Also, for my customers. It is highly disruptive and will cause a lot of stress. There is also a security light at the front which would be triggered more often.	66 Boundary Road	1	The objection received has been submitted by the resident who originally requested the bikehangar. Officers will need to investigate further before proceeding forward.
Support the installation of the bike hangars. It's currently planned to be installed opposite 218/220 Boundary Road. My suggestion is that it would be better for it to be closer to the corner at the junction with Sirdar Road opposite 226. It allows easier access to those at the top of Boundary Road, some of whom currently use the hangar further down. It's a dead space	opposite 218/220 Boundary Road N22	1	The proposed location is outside the property of a resident who has requested the hangar, ensuring that it does not adversely affect other addresses along the street Placing the cycle hangar at the suggested location would cause sightline issues for vehicles exiting Sirdar Road, it therefore cannot be placed there.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
and would put it on the edge of the parking bay.			
We do not need spaces taken up on our road by bike parking space. We are a road of houses with our own private spaces for bike parking and should not have some of the very few car parking spaces on our road removed from us. This would be a bike parking space to service other people who do not live here and would make our road busier and noisier. Also extremely worried about the peace of our end of the road being ruined.	Bryanstone Road adjacent to 64 Crouch Hall Road	9	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. A resident on the street has been on our waiting list. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safety.
In principle I do not have an issue with Bikehangar being installed in my street, however I already have issues with parking outside my house on certain days of the week i feel that installing a hangar two doors down from me will cause more issues with parking. There are more suitable areas on the road for example a dropped kerb restriction which is no longer a valid	16 Collingwood Road	1	The Council upheld this objection. There is another bike hangar proposed outside No. 8, and the request can be accommodated within that facility. The Council will monitor the situation and consider installing an additional hangar if required in the future.
Bikehangar not ideal on this street. Currently it is an access road to the construction site and also numerous deliveries are made to the studios. Throughout the day lorries and vans are having to make U turns, due to a LTN junction and during busier periods, again the construction lorries have to wait along Crawley Road or delivery drivers are made forced to park on Crawley Rd so deliveries can be made to Boundary Rd /LTN section. Also don't think a Bikehangars should be placed in front of a person's home,	Crawley Road, adjacent to no. 228 Sidar Road N22	1	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed to be in placed adjacent to No. 228 Sidar Road, in the area where there are no frontages and near to the residents addresses who will be using the bikehangar.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
surely, along the side of the property where there is a wall or fence would be a better placement?			
Object to the proposed cycle hangar due to existing and anticipated parking pressures, noting the space is regularly used for short-term parking and vehicle access. Also raise concerns about traffic congestion and road safety, as the location functions as a pull-in point near a busy junction with Broad Lane. questions the need for a second hangar on the same street given an existing facility nearby and suggests Spondon Green on Spondon Road as a more suitable alternative location.	3 Cunningham Road N15	1	While the installation will result in the loss of approximately half a vehicle parking space, it will provide secure parking for up to six bicycles and supports the Council's objectives to encourage active travel. Following a site assessment, officers are satisfied that the proposed location will not result in an unacceptable impact on traffic flow or safety. The existing cycle hangar located nearby, is fully utilised and there are residents who are waiting for cycle storage spaces in the street. Alternative locations have been noted; however, the Council seeks to locate hangars as close as possible to the homes of requesting residents where appropriate.
Object to the proposed location of the bike hangar near the bus stop and electric vehicle charging bays. The introduction of charging points and the relocation of the bus stop halfway up the hill have already increased noise, reduced parking, and created traffic pinch points, as vehicles and buses must wait for oncoming traffic on this narrow section of road. Adding a bike hangar at this location would worsen congestion and noise. As an alternative, suggest siting the bike hangar further up the hill near Walpole Road or close to the LTN barriers, where the road is wider and there is more space, avoiding	opp. Nos,138/140 Downhills Park Road N17	4	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safety. The hangar will be installed in a location where parking is currently permitted and will not obstruct access for vehicles or pedestrians.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
additional impacts on the narrower lower section of the road.			The Council will continue to monitor the situation. If necessary, and should any issues arise, we will arrange for the hangar to be relocated in the future.
The proposed bikehangar locations include outside No. 3 Duckett Road. We use the spaces outside our houses for parking and deliveries, work on homes etc. The opposite side of the road has no houses directly fronting onto the road; it is the back garden of a house on the corner of Duckett Road and Wightman Road. Suggest that the bikehangar is located on that side of the road.	3 Duckett Road	2	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed be in place outside of a property that has requested it so that it doesn't affect other addresses parking area in the street for other residents. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.
I suggest putting another next to the current bike hangar on Darwin/Gladstone Ave. For 2 reasons - it's not outside anyones front door and, as there is a high number on the waiting list for that current hangar, it's obviously in a good spot. I like the idea of them but would not want one right outside my house. There are better places to put them that are convenient but are not an eye sore.	277 Gladstone Avenue N22	2	On our online request form, we ask residents to confirm whether they are willing to have a bikehangar installed outside their address, or to suggest an alternative location if not. The proposed cycle hangar location has therefore been chosen outside the property that requested it. This approach ensures that installation does not impact the parking in the other area for other residents on the street.
It would be much better to place the hangars in the parking bays outside number 102 and 104 Graham Road - these are underutilised parking	74 Graham Road N17	13	One of the objections received has been submitted by the resident who originally requested the bikehangar. Officers will need to investigate

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
places and would make better storage. Also alongside the road from number 47 to 51 Graham Road would be much better placement as they're avoiding being directly outside homes in car parking that are seldom / infrequently used. Secondly, there's an insufficient number of hangars are being installed in Graham Road. I've been on the waiting list since February 2021 and still waiting on a space. More hangars should be installed.			further before proceeding forward.
didn't request a bike hangar. I don't understand why my address was selected when there are lots of residents who don't own cars and presumably would need a bike hangar outside. Alternatively, I'd like to propose the parking spaces on Hallam road - it is around the corner from my address (about 20m) it isn't in front of any residences and the spaces are always empty .	108 Harringay Road N15	2	One of the objections received has been submitted by the resident who originally requested the bikehangar. Officers will need to investigate further before proceeding forward.
There is severe parking pressure on the street already. Disabled bays, which I support, take out more than one space each and there is more than one on the street. CPZ consultation is underway and would ease the problem but I don't perceive of any demand for on street cycle parking when the majority of properties already have either a front or rear garden if residents wish to store their cycles outside.	18 Hawthorn Road N8	6	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed be in place outside of a property that has requested it so that they don't affect other addresses in the street. On our online bikehangar request form we do ask residents to confirm if they are willing to have it outside of their address or suggest a location. The placement of the bikehangars are based on this alongside further site assessments to

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
			ensure there are no conflicts with existing infrastructure at the proposed location.
We have little parking as it is, putting a community bike storage doesn't make sense, everyone can store their bikes in the garden	53 Higham Road N17	1	The Council installs a cycle hangar based on demand and requests received from residents. The cycle hangar is proposed following a request/request received from a resident/residents in the street. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely
Generally, support the bike hangar rollout, but object to this particular proposal. We regularly need to park our car directly in front of our house to minimise the chances of our son running into the street. If you install the bike hangar outside our property, we would not be able to park close to our front door which may involve crossing the road and a short walk to get to our property increasing the safety concerns for our son. So I would like to suggest that you consider installing the bike hangar towards the end of our road closer to Mount Pleasant Road	22 Loxwood Road N17	5	One of the objections received has been submitted by the resident who originally requested the bike hangar. Officers will need to investigate further before proceeding forward.
Blocks of flats should provide their own cycle storage and strongly opposes the installation of a bikehangar outside any of the properties in the street. Bikehangars attract vandalism and anti-social behaviour, would remove valuable on-street parking for residents who pay for permits. Particularly concerned that a hangar outside 1–3 Manchester Road would	5 Manchester Road N17	2	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. On our online request form, we ask residents to confirm whether they are willing to have a bikehangar installed outside

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
worsen existing anti-social behaviour in the Manchester Gardens area.			their address, or to suggest an alternative location if not when they submit a request. The proposed cycle hangar location has therefore been proposed outside the property that requested it. This approach ensures that installation does not impact the parking in the other area for other residents on the street.
Objects to the proposed bike hangar it would prevent planned environmental improvements such as tree sponsorship, increase safety and force their family and visitors to park across the road, raising dangers for children and elderly relatives. An alternative location further up the road would be safer. The respondent also raises concerns under the Equality Act, explaining that they are disabled due to autism and that the uncertainty, noise, and change associated with the hangar would significantly increase anxiety and negatively affect daily life. the claim that neighbouring properties would be affected, and state that there are sufficient grounds to oppose the proposal. While supportive of the council's wider cycling aims, they request the plans be amended and reserve the right to pursue legal action if the hangar is installed at the proposed location.	15 Mannock Road N22	4	One of the objections received has been submitted by the resident who originally requested the bikehangar. Officers will need to investigate further before proceeding forward.
Suggest that the proposed cycle hangar be located slightly further up Mark Rd - ideally opposite 49. As this area is never used by cars to park and the nearest bike	Mark Road, adjacent to 149 Westbury Avenue	1	The council will review the location and put forward a revised proposal.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
hangars currently in Mark Rd and Russell Ave are both full, so this is smack bang in the middle distance of these two.			
Parking is already difficult enough as it is for cars after a certain time. Taking away 2 parking slots for a Bikehangar can't agree to this. There's already lack of parking as it is, adding another Bikehangar so close to another one isn't going to serve anyone any good. We support the Bikehangar's in general, however not at this location where there is a lot of parked cars, and the parking bays are already congested as is. There's a lot of young kids living on this road, and parking further away because of this Bikehangar isn't going to serve us any good. Move it to Cross Road just down the road. Nobody parks there.	154 Maryland Road N22	8	The existing cycle hangar is fully utilised and there are residents on our waiting list for cycle hangar spaces. The Council only install a cycle hangar if there is demand and requests from residents. The cycle hangar is proposed be in place outside of a property that has requested it so that they don't affect other addresses in the street. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.
Writing to object to the proposed location of the bike hangar on Morley Avenue, and to suggest an alternative site that would better serve the community. Current Concerns: I support the installation of a bike hangar on Morley Avenue in principle. However, the proposed location outside my property at 100 Morley Avenue would create significant practical & environmental issues: Haringey Council recently planted a tree directly outside the proposed location 100 Morley Avenue, which would severely restrict access to the	100 Morley Avenue N22	4	One of the objections received has been submitted by the resident who originally requested the bike hangar. Officers will need to investigate further before proceeding forward.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
bike hangar (see attached images for location of tree) The positioning would also limit parking access to my property Proposed Alternative: I would like to suggest relocating the bike hangar closer to the Salisbury Road end of Morley Avenue, i.e. beyond numbers 110 and 121			
Object to the location of the bike hangar outside 89 Nightingale Lane. It is directly outside our house, and the parking is already restricted by two disabled bays outside 95 and 99 Nightingale Lane. Additionally, there is a new street tree outside 89 Nightingale Lane, and the bike hangar would be a risk to the tree. It is young and needs protecting. Please find another space which not outside a house where there are disabled family members who need to be able to park close outside	89 Nightingale Lane N8	2	The objections received have been submitted by the residents who originally requested the bikehangar. Officers will need to investigate further before proceeding forward.
I would like to express my objection to the proposal of replacing regular car parking with bike parking in our area. While I understand the intention to promote cycling, the reality is that many local residents rely on cars for practical, everyday needs. Reducing car parking would create significant difficulties for many families who have no realistic alternative to driving. Therefore, I do not believe that replacing car parking with bike	8 Oakdale Road N4	7	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. From the feedback received for the consultation there is also support from residents to the proposal. The cycle hangar is proposed to be in place outside of a property that has requested it so that they don't affect other addresses in the street.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
parking is necessary or appropriate in this area			A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.
The resident objects to the installation of a bike hangar on the grounds that: The road is narrow and a dead-end, with limited turning space. Adding a bike hangar would further restrict access for emergency services, waste and delivery vehicles, and residents, worsening existing safety and access issues. The street is quiet with low cycling activity, so a bike hangar is unlikely to be well used and would not represent good use of public funds or space. Will attract fly-tipping, graffiti, and anti-social behaviour. The dead-end location and nearby alley already experience these issues, raising concerns about reduced natural surveillance.	Richmond Road adjacent to 55 Queens Road	2	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed to be placed in line with existing parking arrangement and doesn't cause obstruction more than the parked cars at the location. With regard to anti-social behaviour, there are over 400 bike hangars installed across the borough, and we have not received any reports of problems from residents.
Object to proposal don't need this many bike hangars - nobody uses them and once again more parking spaces taken away. The streets around here are littered with e-bikes.	Rusper Road, adjacent to 96 Boundary Road	1	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.
The parking bays are very regularly in use and it is common for all bays to be full, this cycle hangar would	16 Salisbury Road N22	2	Both of the objections received have been submitted by the residents who originally requested the bikehangar.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
increase parking issues in this area. It is also notable that a disabled parking bay which is unused is present in this area, consider replacing the unused bay with a cycle hangar, or placing the hangar on a portion of road which is not also close to a disabled parking bay. Morley Avenue is generally less used, and further down Salisbury Road where there are no houses fronting on the road is a much less used parking area.			Officers will need to investigate further before proceeding forward.
Objecting to the proposed location of a bike hangar beside 1 Stanhope Gardens. Whilst generally support the installation of more bikehangars, the laneway beside 1 Stanhope is frequently used for drug dealing, open street drinking and anti-social behaviour. Installing street furniture which people can used to hide behind for ASB will only exacerbate the situation.	1 Stanhope Road, N4	2	Officers will review the location and put forward a revised proposal.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
Support for the installation of a bike hangar in our area, this is a great step towards encouraging cycling and providing secure storage options for residents. However, suggest a more suitable location that would reduce the visual impact on residents. An alternative spot would be far more appropriate is at the top of Station Crescent, where the garden of the first house (as you turn in from Clinton Road) runs alongside the street or Dagmar Road, just off Station Crescent, also has a section with no residential frontage.	opp. 16/18 Station Crescent N15	3	The cycle hangar is proposed to be in place at the location where there are no frontages, therefore do not see the need for it to be moved to the location suggested.
All properties in The Avenue (both sides) have very large front gardens with ample space for residents to have their own bike parking. Indeed, most have secure linked passages to the rear or are detached. There are very few houses converted in to flats (a handful) and they all have large front gardens. This scheme/proposal is simply not needed in The Avenue. I can't see any demand for a bikehangar and it's a waste of council tax money, and putting-up an ugly structure in the road which is simply not needed. No thank you.	71 The Avenue N10	5	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed be in place outside of a property that has requested it so that they don't affect other addresses in the street. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
Wholly object to any further car parking space being taken away from local residents on the road - there currently aren't enough spaces to park on the road as it is. It's always a struggle to park - particularly at weekends when the problem is further compounded by customers to No 5 Dining on the road taking all the spaces. Adding a bikehangar will compound the current parking issues further. We already pay a lot of money each year to have residents parking - taking away further space is an insult.	54 Tottenham Lane N8	3	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed to be in place outside of a property that has requested it so that they don't affect other addresses in the street. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely
1) It makes it unsecure for the kids to cross the road when they have it blocking their sight, 2) cars don't have where to park so they won't park in and rather block the road when picking up someone or making a delivery, therefore further endangering the kids crossing the road	15 Vartry Road N4	1	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed to be placed outside of a property on a residential street. The proposed placement does not obstruct visibility for pedestrians or drivers and therefore does not create a sight-line or road safety issue. A Bike hangar occupies broadly the same footprint and height as a parked car, meaning it does not create additional visibility issues for pedestrians. With regard to concerns about children crossing the road, the bike hangar will be positioned directly on the carriageway in a standard parking bay. This ensures it does not block footways, pedestrian desire

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
			lines, or the view of children or adults stepping onto the road.
The section where it proposed is needed for parking by the local residence, as finding parking spaces is getting progressively harder. We rely on street parking at Victoria Road as there are only a few houses with off road spaces. The proposed bikehangars take up significant amounts of road space. In your literature you say the bikehangars take up less from one car parking space but from experience people tend to park some distance away from them, due to the litter and unsanitary conditions that can build up around them.	160 Victoria Road N22	5	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. From the feedback received for the consultation there is also support from residents to the proposal. The cycle hangar is proposed be in place outside of a property that has requested it so that they don't affect other addresses in the street. With regards to cleanliness, to address this, we have arrangements in place for regular cleansing and monitoring, and we will continue to work with our contractors Cyclehoop to ensure standards are met. Where issues are reported, we can prioritise additional cleaning or inspections.
I support supplying bike hangars to local residents, however the placement of the hangar at this part of Warham Rd is problematic and should be placed closer down Warham Road closer to the New River. At the west end of Warham Road there is already a heavy burden of parking due to residents on Wightman Road that park at this end of Warham Road due to the restricted parking on Wightman Road. Please place	11 Warham Road	2	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed be in place outside of a property that has requested it so that they don't affect other addresses in the street. A cycle hangar will reduce

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
the bike hangar in the middle of Warham Road where there is less demand on parking places for residents.			vehicle parking by half a space but will allow six bicycles to park safely
The residents strongly object to the bikehangar. Elderly person relies on them for care, and they need to keep their car close to the house for medical appointments. They are worried that the bikehangar will worsen parking pressures and create conflict with neighbours, especially as they already pay for permits and struggle with traffic and visitors to local betting shops and restaurants. They feel their road has been negatively affected by past council decisions, unlike nearby areas, and they believe they receive little benefit. They also recall past issues with a neighbour receiving a dedicated parking space without warning, which caused long-term tension.	82 Warham Road	6	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents of the street. The cycle hangar is proposed be in place outside of a property that has requested it so that they don't affect other addresses in the street. A cycle hangar will reduce vehicle parking by half a space but will allow six bicycles to park safely
The resident objects to the proposed bike hangar because they need to park close to their home due to having a child with a disability. They are concerned that the hangar would reduce the already limited parking on the street, affecting them and other residents who drive. They also feel the road is too small for additional parking loss and note that there are already other bike hangars nearby, making this one unnecessary.	99 Westbeech Road N22	2	Officers will review the location and put forward a revised proposal.

Reason for objection.	Objections received to the proposal in	No. of objectors cited this reason	Officer response
The second objector suggested two alternative sites that have no direct house entrances, tend to have free parking, and could serve residents more effectively.			
This proposal would further reduce the already limited availability of on-street parking for residents. The street is under significant parking pressure, and removing even two spaces to accommodate a Bikehangar would exacerbate this issue. There appears to be no clear evidence of local demand for a Bikehangar at this location. Has there been a resident survey or a review of existing bike storage provision in the area? The current parking situation is already made more difficult by the controlled hours (outside of fee-paying times 12:00–14:00), during which non-residents park and then simply move their vehicles to align with changing restrictions.	Weston Park adjacent to 174 Ferme Park Road N8	2	Cycle hangars are only introduced where there is sufficient resident demand. The proposed cycle hangar at this location is in response to one or more requests received from residents in the area which have been on our waiting list. We understand and appreciate the challenges residents face with parking pressures in the area. However, there are also households who rely on secure cycle storage to support their daily travel needs. Installing a cycle hangar typically results in the loss of approximately half of a parking space, while providing secure storage for up to six bicycles. This allows multiple residents to benefit from safe, weather-protected cycle parking and supports those who wish to travel more sustainably.
Object to a bike hangar shed being placed outside 52 Whymark Avenue I live with my mother registered disabled. I take care of her and have a companion badge on my car as I take her to her hospital, doctors and shopping appointments. We can't always find parking outside our house, so I absolutely OBJECT to having a bike she'd anyway near my address.	23 Whymark Avenue N22	1	The cycle hangar is proposed to be installed outside 23 Whymark Avenue, which is away from the objector's address.

6.21 After considering the statutory consultation responses, it is recommended that the Council progresses with the installation of 39 proposed cycle storage hangars as it will promote the use of sustainable forms of Transport.

6.22 Officers have given due regard to the duties set out in section 122 of the Road Traffic Regulation Act 1984 and section 16 of the Traffic Management Act 2004 in developing the proposal to install cycle storage facilities. In particular, the proposals seek to secure the expeditious, convenient and safe movement of all road users, while balancing the provision of suitable and adequate parking facilities. The scheme has been designed to improve network efficiency by encouraging a shift towards sustainable modes of transport, thereby reducing congestion and supporting traffic flow. Consideration has also been given to the safe use of the highway, the needs of all users including cyclist, pedestrians and those with disabilities, and the preservation of access to premises. Officers are therefore satisfied that the statutory network management duty and traffic management considerations have been appropriately discharge.

6.23 The provision of cycle hangars not only supports the Council's transport objectives but also contributes to the delivery of the Air Quality Strategy by encouraging a modal shift towards more sustainable forms of travel. By providing secure and convenient cycle parking, cycle hangars can help reduce reliance on private motor vehicles, leading to fewer polluting cars on the borough's roads. This, in turn, has the potential to lower vehicle emissions, improve local air quality, and promote healthier, more sustainable travel choices for resident.

6.24 While the installation of cycle storage facilities may result in minor impacts on individuals' human rights including reduced on-street parking provision, the proposal accords with the law as the Council is permitted, under the Road Traffic Regulation Act 1984, to provide suitable and adequate parking facilities.

6.25 The facilities are installed in response to residents' requests, at locations identified by residents and subsequently assessed by officers. Many residents in the borough, particularly those living in flats, face challenges storing bicycles at home due to limited space. This can be inconvenient and impractical, and in some cases may prevent cycle ownership altogether.

6.26 The Council pursues the legitimate aim of providing suitable and adequate parking facilities which the proposed measures will achieve by improving the facilities for cycle parking which officers consider is proportionate.

7 Contribution to strategic outcomes

7.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its Corporate Delivery Plan 2026 – 2028 and Transport Strategy. The installation of the cycle hangars will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's Climate Change Action Plan.

7.2 The introduction of the cycle storage facilities is in accordance to the borough's adapted Walking and Cycling Action Plan and aligns with the Council's agreed Transport Strategy and supports its 'aims' which include:

- To make Haringey which has a reputation for being a walking and cycling borough both regionally and nationally

- Encourage more journeys to be taken by walking and cycling, to improve the wellbeing of our residents, reduced obesity, and improving air quality
- To have a high quality accessible and wheelchair friendly public transport network meeting the needs of Haringey residents, visitors, and businesses.
- A well-maintained road network that is less congested and safer

8 Carbon and Climate Change

8.1 The overall objective of the cycle hangar installation programme is to provide more secure cycle storage on street for residents' use and also to encourage the uptake of cycling. Cycling reduces CO2 emissions, improve air quality and encourage a healthy lifestyle.

Comments of the Chief Financial Officer

8.2 This report seeks approval for the recommendations listed under section 3 of this report.

8.3 This proposed capital works is estimated to cost c. £ £206k and will be funded by capital scheme 416 - Walking and Cycling Action Plan (WCAP) Cycle Parking (Hangars) delivery with 2026/27 capital budget. This scheme is financed via TfL LIP and SCIL funding.

9 Comments of the Director of Legal Services and Governance

9.1 The provision of cycle storage facilities on the highway is authorised under S115E of the Highways Act 1980 and making/varying parking restrictions under sections 6 and 124 of the Road Traffic Regulation Act 1984.

9.2 Before taking a decision to make/vary the necessary traffic management order to implement the use of cycle storage facilities on the highway, the Council must follow the statutory consultation procedures in to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) as described in paragraphs 6.12 to 6.14 of this report.

9.3 When a consultation has been undertaken, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are sent out in Appendix IV to this report and officers' consideration of the same set out in paragraphs 6.15 to 6.19 of this report which must be taken into account before the decision whether to implement the cycle storage facilities/make the necessary TMOs is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.

9.4 The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response, but is not under a duty to adopt the views of consultees.

9.5 The factors which have pointed in favour of implementing cycle storage facilities/varying no waiting/loading/unloading restrictions when considering the section 122 duty and network management duty are set out in paragraph 6.22.

9.6 The impact of the decision to install the cycle storage facilities on persons' human rights is considered to be proportionate as set out in paragraphs 6.24 to 6.26 of this report and therefore lawful.

9.7 The decision to approve the implementation of the cycle storage facilities/ cycle storage facilities is an executive decision that can be exercised by the Director of Built Environment and Highways in accordance with the general delegations to Directors in the Council's Constitution.

10 Equalities Comments

10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

10.3 The proposed decision is to proceed with the introduction of the cycle hangars outlined in Appendix 1 and agree for the Traffic Management Order to be made for these, under sections 6 and 124 of the Road Traffic Regulation Act 1984.

10.4 Of the objections received, the main theme presented related to the loss of vehicle parking space. Most objectors were concerned about the proposed cycle hangars' impact on available car parking space in their street. The majority of objections received for this batch of cycle hangar locations have not been upheld, as they did not present any substantial reasons why the hangars should not be introduced. Please refer to Table 1 for Council responses on each objection.

10.5 Where objections were made such as to demonstrate potential impacts on individuals with protected characteristics, we have provided necessary mitigations or made the decision not to proceed with cycle hangars at those locations. The council will investigate other spaces for the possibility of introducing a standard disabled bay, should it be required, to mitigate any potential negative impacts on residents.

10.6 The overall objective of the cycle hangar installation programme is to provide a demand-based secure cycle storage on street for residents' use and to encourage the uptake of cycling in the long-term. Cycling reduces CO2 emissions, improves air quality and encourages a healthier lifestyle. These improvements are anticipated to have positive impacts on children and young people, older people, and people with disabilities, who are disproportionately affected by pollution and lifestyle related health disparities. As such, the proposed decision represents a measure to address existing inequalities.

11 Use of Appendices

Appendix I – Plans showing proposed cycle hangars

Appendix II - Statutory Consultation letter delivered to affected frontages.

Appendix III - Statutory Consultation TMO Notice

Appendix IV – List of all response received

12 Background papers

Corporate Delivery Plan 2026 – 2028

Appendix I

Plans showing proposed Cycle Hangars

Appendix II

Statutory Notification letter delivered to affected frontages.

Appendix III

Statutory Consultation TMO Notice

Appendix IV

List of all responses received